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TUESDAY, JUNE 29, 1909.

二年

九月大英港

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SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$1,000,000
RESERVE FUNDS \$1,000,000
Sterling £1,000,000 at 1% = \$1,000,000
Silver \$14,500,000
RESERVE LIABILITY OF PROPRIETORS \$1,000,000

COUNCIL OF DIRECTORS:
Hon. Mr. W. J. Grimes—Chairman.
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CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. E. R. HUNTER

London Bankers—London and County Banking Company, Limited.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager,
Hongkong, 18th May, 1909. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,300,000
RESERVE FUND \$1,375,000
RESERVE LIABILITIES OF PROPRIETORS \$1,100,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.

W.M.—DICKSON,
Manager

Hongkong, 5th April 1909. [21]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THE HARDENBERG HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates—
For 12 months 4 per cent. per annum.

W.M.—A. ANDERSON,
Manager

Hongkong, 8th April, 1909. [22]

NEEDERLANDSche HANDEL MAATSCHAPPIJ. (Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,752,884.84 (about £479,407)

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Hangchow, Samtsing, Sourhaya, Oberhong, Tegai, Pekalongan, Pasco, osse, Tjilatap, Padang, Medan (Deli), Pelembang, Kota Radja (Acheoel), Benjoeasia.

Correspondents at Macassar, Fombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haliphon, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2½ per cent. per annum on daily balances.

Fixed Deposits 12 months 4½ per cent.
Do. 6 do. 4½ do.
Do. 3 do. 3½ do.

J. L. VAN HOUTEN,
Agent

Hongkong, 16th July 1908. [23]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,500,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO. TIENTSIN.
K. J. B. PEKIN.
OSAKA. NEWCHWANG.
NAGASAKI. DALN.
LONDON. PORT ARTHUR.
LYONS. ANTUNG.
NEW YORK. SAN FRANCISCO.
HONOLULU. LIOYANG.
BOMBAY. MUKDEN.
SHANGHAI. TIE-LING.
HANKOW. CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.

On fixed deposit—

For 12 months 4½ per cent.
6 " 4 " 4½ "
3 " 3 " 3½ "

TAKAO TAKAMIGUCHI,
Manager.

Hongkong, 1st June, 1909. [17]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules and bye-laws obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1909. [24]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hamburg, Hankow, Kotsa, Peking, Singapore, Tientsin, Tsinanfu, Tsinlingao, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank),

Direction der Disconto-Gesellschaft,

Deutsche Bank, S. Bleichroeder

Berliner Handels-Gesellschaft,

Bank fuer Handel und Industrie

Robert Warthaer & Co.

Mendelssohn & Co.

M. A. v. Rothschild & Soehne Frankfurt a.m.

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koeln.

Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS:

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KURHN,
Manager.

Hongkong, 4th December, 1909. [25]

Intimations.

THE SAVOY.

The SAVOY beg to inform their customers and residents that they are disposing of their stock at cost price, owing to their removal to new premises.

Monarch Shirts and Gentlemen's Underwear a specialty.

THE SAVOY.

Hongkong, 19th June, 1909. [29]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$6.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOWNS & CO., General Managers.

Hongkong, 15th August, 1909. [28]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

TO STEAMERS

BY MAIL

REMARKS

LONDON and ANTWERP VIA SINGAPORE, PENANG, NAMUR, COLOMBO, PORT SAID, MARSEILLE, etc. About 1st July. Freight and Passage.

SHANGHAI, MOJI, KOBE, SARDINIA, etc. About 1st July. Freight and Passage.

SHANGHAI, etc. About 8th July. Freight and Passage.

LONDON, etc. Assaye, etc. Noon. See Special Advertisement.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 28th June, 1909. [4]

Intimations.

LANE, CRAWFORD & CO.

TOBACCO & CIGARETTES.

MIXTURES:

Craven. Guards. Garrick.

Ardath. Glasgow. Richmond.

CUT TOBACCO:

Old English Curve Cut.

Capstan Navy Cut.
(Medium and Full).

EGYPTIAN CIGARETTES:

Bouton Rouge. Felucca.

VIRGINIAN CIGARETTES:

Craven. Garrick. Blackcat.

State Express. Three Castle (Magnums).

LANE, CRAWFORD & CO. [20]

Champagnes, Sherries, Madeiras, Claret, Burgundies, Brandies, Whiskies, Bitters, Hocks and Moseles, Gins, Vermouths, Liqueurs, Ales, Beers and Stouts.

CALDBECK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS.

15, Queen's Road Central.

Hongkong, 3rd June, 1909. [21]

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 16th July, 1909. [26]

Plunkett's Gap, the Plaza near the Tram Terminus. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 15th August, 1909. [27]

HOTEL CRAIGIEBURN.

PLUNKETT'S GAP, the Plaza near the Tram Terminus. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 15th August, 1909. [28]

Shipping—Steamers

HONGKONG, CANTON, MACAO

BRAUS

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO & IL
SHANGHAI, NAGASAKI, HIIGO	"KLEIST" Capt. O. Pahne	WEDNESDAY, 30th June, 10 A.M.
and YOKOHAMA		
NAPLES, GENOA, ALGIERS	"PRINZ REG. NT LUITPOLD" Capt. H. Krichges	THURSDAY, 1st July, 10 A.M.
GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN		
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenx	FRIDAY, 16th July, 10 A.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of July.

For further particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th June, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	CALEDONIAN	Bruno	5th July, P.M.
MARSHESSES, VIA PORTS	TOURANE	Lancelin	6th July, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	19th July, P.M.
MARSHESSES, VIA PORTS	ARMAN DE BEHIC	Lafont	20th July, at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 22nd June, 1909.

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamian.

For further particulars, please apply to the COMPANY'S OFFICE at Shamian, Canton, or to their Agents
BARRETT & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF DAGUILAR STREET AND QUEEN'S ROAD.WILL test your eyes free of charge, and if they are wrong will put them right.
Lenses, Glasses, All kinds of Repairs, Spectacles for all requirements.

Ask or write for Illustrated Booklet on "Defective Sight,"—free.

LONDON, GENEVA, CALCUTTA, SHANGHAI,
1, John Street, Bedford Row, W.C. 19, Bedford Street, 556, Nanking Road.

Hongkong, 4th March 1909.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.	NO. 2 DOCK.	NO. 3 DOCK. (IN COURSE OF CONSTRUCTION)
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repair.

Telephones: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1909.

TO LET.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1909.

TO LET.

ROOMS suitable for Offices in No. 10, 10E HOUSE STREET, in rear of David Sassoon & Co.'s premises.

Apply to—

DAVID SASSOON & CO., LTD.

Hongkong, 13th May, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 9th March, 1909.

TO LET.

FIRST FLOOR and GODOWN, together or separately, No. 6 Des Voeux Road, Central.

Apply to—

PHIROZSHA B. PETIT & CO., or at the premises.

Hongkong, 19th June, 1909.

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A. HOUSE in WONG-NEI-CHUNG ROAD.

A. HOUSE in RIPOW TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUI BUILDINGS, and No. 162, DES VOEUX ROAD next to the Hongkong Hotel.

FLATS in MORTON TERRACE.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 18th June, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shaw & Tammes & Co., Ltd.).

Apply to—

THE COMPRADORE DEPARTMENT,

E. D. Sassoon & Co., Ltd.

Queen's Road Central.

Hongkong, 24th February, 1909.

TO LET.

GODOWN No. 14, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 18th June, 1909.

TO LET.

GODOWN No. 14, DUDDELL STREET.

Apply to—

GRACIA & CO.,

27, Des Voeux Road.

Hongkong, 8th June, 1909.

TO LET.

GODOWN No. 14, DUDDELL STREET.

Apply to—

GRACIA & CO.,

27, Des Voeux Road.

Hongkong, 8th June, 1909.

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Hongkong, 8th June, 1909.

TO LET.

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GRACIA & CO.,

27, Des Voeux Road.

Hongkong, 8th June, 1909.

TO LET.

GODOWN No. 14, DUDDELL STREET.

Apply to—

GRACIA & CO.,

27, Des Voe

Intimation.

THE ANHUI CONCESSION.

After just four years of dogged obstruction on the part of the Anhui gentry and about as many weeks of personal negotiations at Peking between Sir John Lister Kaye, the Waiwupu and provincial delegates a faint ray of hope falls across the long-drawn-out controversy of the Tungkuangshau concession. The story of Sir John's attempted operations in Anhui goes back as far as 1902; but the present dispute begins, practically, in 1904 when the foreign Syndicate formed by Sir John had concentrated its attention on the one concession of Tungkuangshau, and the agreement was signed with the Chief Bureau of Commerce in Anhui from which all subsequent trouble has arisen. To enter fully into details of that quarrel would be wearisome. Briefly, it may be said that the agreement stipulated that work should be begun at the Tungkuangshau mines within twelve months of the date of sanction by the Imperial Authority, that is to say, on June 5, 1905, according to the Syndicate, on May 25 according to the Anhui Bureau. If work were not so begun the whole concession was to be forfeited and the 'money paid for it be unrecoverable. It is admitted that there was some question as to the degree in which work was begun though not as to the fact, on this point, as on that of the date of sanction, the Syndicate's contentions are upheld by the Waiwupu. The native authorities in Anhui, however, chose to adopt the opposite view; and in spite of generous offers from the Syndicate which a compromise might have been effected, every possible obstacle was thrown in the way of Mr. Maguire, the Syndicate's engineer, to prevent his doing any efficient work. In September, 1905, the departure of Lord Li Ching-fang to take up the post of Chinese Minister in London offered some hope of a settlement as Lord Li is himself an Anhui man and might have been trusted to represent his fellow-provincials' interests fairly. Negotiations were opened at London but without any practical effect; and four or five weeks ago Sir John Lister Kaye arrived in Peking to make one final effort to arrange a settlement.

BEDROOM SUITES

of the well known "POWELL" quality in solid teakwood, embracing a wide range of designs to suit the modest home or the manion, at prices varying from

\$140 to \$325.

A visit to our showrooms, will convince intending purchasers, that the solid and durable construction of these suites is attained without detracting from the artistic appearance, which we claim is a special feature of the "POWELL" productions.

We are keeping well up with the times, with regard to the new systems of

MODERN OFFICE FITTINGS

and have now in our showrooms, a selection of the newest styles in

SECTIONAL BOOKCASES

AND

FILING CABINETS

on the vertical Sectional System, allowing any number of sections to be built upwards or at the side, as further filing space becomes necessary.

QUOTATIONS gladly and promptly given for any description of OFFICE FURNITURE and FITTINGS.

POWELL'S

(FIRST FLOOR)

ALEXANDRA BUILDINGS,

and

28, Queen's Road.

Hongkong, 20th June 1900.

Furnishing Department

is now replete with an entirely new collection of

BEDROOM SUITES

of the well known "POWELL" quality in solid teakwood, embracing a wide range of designs to suit the modest home or the manion, at prices varying from

\$140 to \$325.

A visit to our showrooms, will convince intending purchasers, that the solid and durable construction of these suites is attained without detracting from the artistic appearance, which we claim is a special feature of the "POWELL" productions.

We are keeping well up with the times, with regard to the new systems of

MODERN OFFICE FITTINGS

and have now in our showrooms, a selection of the newest styles in

SECTIONAL BOOKCASES

AND

FILING CABINETS

on the vertical Sectional System, allowing any number of sections to be built upwards or at the side, as further filing space becomes necessary.

QUOTATIONS gladly and promptly given for any description of OFFICE FURNITURE and FITTINGS.

POWELL'S

(FIRST FLOOR)

ALEXANDRA BUILDINGS,

and

28, Queen's Road.

Hongkong, 20th June 1900.

THE ANHUI CONCESSION.

no sign of native miners. Even for the small amount of work that has been possible to do Mr. Maguire has received many more applications for employment than he has been able to accommodate. Whatever view the official classes of Anhui may take of the Syndicate's claims, it must be remembered that the latter have been recognized as equitable by the Waiwupu, which has certainly nothing to gain by exasperating the provincials with a partial decision. Once this principle has been established, the draft agreement can be judged on its own merits, not only for the benefit of Anhui, but as a striking instance of that desire for mutual interest and equal opportunities which alone can afford a solid basis for the transactions of foreign enterprise in China.—*N. C. D. News.*

Entertainment

THEATRE ROYAL
CITY HALL.

SATURDAY NIGHT, 3rd prox.

GRAND BOXING
Exhibition.

CHINESE v EUROPEANS.

EIGHT ROUNDS.

"KUNG-FOO" (CHINESE) STYLE.

A NOVEL ENTERTAINMENT.

ADMISSION PRICES:

Ring \$1
Stalls 75
Dress Circle 5
Pit 3

Doors open at 7 P.M.
Commencing at 8 P.M.

Box Plans at Messrs. SINCERE COMPANY, Des Vaux Road.
Hongkong, 29th June, 1900.

15c9

Intimations.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche

& Co."

Per Bot. XXX. Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years
Old 5.50

ALSO QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,
Sole Agent,
Hongkong, 30th April, 1900.

140

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

11, D'AGUILAR STREET,

HONGKONG.

Hongkong, 3rd September, 1900.

143

GUUNS

IRECT from the manufacturers at lowest prices. 12 bore Double Breechloaders from 30/- each. Illustrated catalogue of latest model Shot Guns, Combination Guns, sporting Rifles, &c, post free. D. JAMES & REYNOLDS, George Street, Mincion, London, E.C. England

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1900, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:

DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional 3/- per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 1st December, 1900.

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Intimation.

WHAT IT WILL DO.

A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle when one is ill: We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same disease—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

Intimation.

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A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle when one is ill: We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same disease—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

WAMPOLE'S PREPARATION

is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable at honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Influenza, Blood Impurities and Wanting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Cataract and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a valuable success in medicine." Every dose effective. "You cannot be disappointed in it" Sold by chemists.

5

O. C. MOOSA,

1 & 8, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS,

FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

IN

VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN

WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSEUIL-

INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S

UNDERCLOTHINGS.

Samples on application. Const

Port orders carefully executed.

145

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., &c., &c.

146

Messrs. A. S. Watson & Co., Ltd., write as

follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & CO.

25th May, 1900.

147

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

148

AN APPEAL.

THE SUPERIORITY of the ITALIAN

CONVENT, CAINE ROAD, being most

especially to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desire to state

that she will be pleased to receive orders for

Entitiation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCE THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND

BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint 50 cents
" " " Gallon 5.20

A. S. WATSON & CO.,
LIMITED,

HONGKONG DISPENSARY

AND

KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

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NOTICE.

All communications intended for publication to "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTHS.

On June 15, 1909, at Ichang, to Mr. and Mrs. A. Ross, a daughter.

On June 21, 1909, to Mr. and Mrs. WILLIAM MARTIN, a daughter.

On June 22, 1909, at Shanghai, to Mr. and Mrs. FRANCIS J. GERAGHTY, a daughter.

DEATH.

On June 25, 1909, at Shanghai, THERESE, the beloved wife of A. B. SEVERIN.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 29, 1909.

PRATAS ISLAND.

The following editorial comments appear in the *N. C. D. News* of 28th inst.—Judging by the telegrams from Tokio this week the Pratas Island controversy is in a fair way to arrive at a settlement. The dispute dates from about the beginning of last March, at which time a party of Cantonese fishermen complained that they had been driven from Pratas Island and the adjoining waters by Japanese colonists, who had taken possession of the island (at what time is not clearly stated, but apparently within the last three years) and were working it for its valuable deposits of guano. That Pratas Island is a Chinese possession the Japanese Govern-

ment was quite prepared to admit; it asked for documentary evidence which China could not produce. There appears, however, to be no doubt that Chinese dwellings and even a Chinese temple were in existence on the island when the Japanese arrived; and although the amazingicer is of Chinese officialdom had permitted others to discover the true value of the island, it was clearly impossible not to recognise that fact. In the light of this admission, the Japanese settlers stand convicted of trespass and the utmost they can fairly expect is to retain what profits they have already amassed. It is yet uncertain whether China has accepted the idea of compensation, or whether she merely proposes to buy it's plant on the island. But the latter idea should certainly afford a sufficient basis for negotiation.

His Excellency Kao Erh-chien, Chinese Commissioner, arrived from Canton by the Chinese gunboat *Kwang Tsu* at 4.30 p.m. yesterday. H.E. the Governor sent his Aide-de-Camp, Capt. P. H. M. Taylor, to meet the cruiser on arrival, with a letter of welcome to His Excellency. His Excellency Kao, who is accompanied by Secretary Wu, and suite, has taken up his residence at "Glenlyon" Buildings during his stay in Hongkong.

At 11 o'clock to-day, Mr. J. J. Leir, Consul for Portugal in Hongkong, paid an official visit to H.E. Kao Erh-chien at his residence. The compliment was returned this afternoon when, at 3 p.m., His Excellency Kao, attended by his secretary, Mr. Wu, and accompanied by Mr. Harris, Commissioner of the Chinese Imperial Maritime Customs, called at the Portuguese Consulate and expressed the hope that the friendly relations initiated between the two representatives might be as cordially maintained—a hope which, needless to say, was very cordially reciprocated.

At 12.30 p.m. to-day, the Chinese Commissioner made his official call on His Excellency the Governor.

Up to the present nothing has been definitely decided as to the date and place when and where the Conference is to be held.

These are matters that must be left for settlement at the preliminary meetings of the two Commissioners. In the meantime the agitation in Canton continues unabated. Our Canton correspondent, in his letter printed elsewhere in this issue, makes reference to the meeting in that City, on the 27th inst., convened by the Society for the Protection of Boundary Rights. Very judiciously, the Viceroy has prohibited the publication of the report of proceedings at that meeting lest the minds of the ignorant natives—as distinct from the better class—might be agitated against the Portuguese. Our information derived from trustworthy sources in Canton is to the effect that various resolutions were adopted at the meeting on Sunday. The most important resolution deals with the proposal for retaliation in the event of the Portuguese refusing to surrender the portions of territory which they are alleged to have encroached. The meeting also resolved to nominate two delegates (since duly appointed) to proceed to Hongkong with a staff of native clerks whose business it will be to assist the Chinese Commissioner with information, etc., during the progress of the Conference. It is hardly conceivable that these delegates will be accorded any official status by the Special Commissioners, or be permitted to take part in the deliberations of the Commission.

With reference to the piracy in Deep Bay which took place on the 22nd instant, reference to which appeared in our last issue, two men were brought up before Mr. F. A. Haslewood (First Police Magistrate) at the Magistracy this morning and a formal remand was obtained for a week.

The May shipbuilding returns from Clyde yards show that the launches during the month numbered twenty-two, the aggregate tonnage being 38,500 tons, whereas during May, 1903, the number of vessels was larger, being twenty-seven, but their tonnage was only 14,000 tons. For the first five months of the current year seventy-seven vessels have been launched, as compared with 122 last year, but the tonnage was 21,000 tons more this May.

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ARRIVAL OF A STRANGE CONSIGNMENT.

Those in the neighbourhood of the Eastern Customs Pier on Thursday morning last, 17th inst., when the *Samuki-maru* arrived in port, might have seen a strange assortment of wild beasts and birds being landed from that vessel. The collection numbered 39 large and small animals, all from Singapore, comprising one young tiger, eight snakes, 21 monkeys, two leopards, one orang-outang, one casowary, two lories, two herons, and one copper pheasant. They were received by Mr. Fukunaga Zeikichi, of Moto-machi, 1-chome, placed in a lighter and conveyed to the Eastern Customs for inspection, subsequently being housed at Mr. Nishimura's, a bird fancier of Nankin-machi. The young tiger, having only been recently captured, is very fierce and snarls at and attempts to claw anyone who comes near. The orang-outang, on the contrary, is quite gentle, and pokes his hand from the bars of the cage, asking for food. The snakes are all about 10 to 12 inches in diameter. They are green-striped and spotted on the back. The owner of the animals is undecided whether to send them to the Kyoto Zoological Garden, to sell them, or to open a menagerie in Kobe.

—*Japan Chronicle*.

CONMISSION APPOINTED.

Tokio, June 24.

H. E. Chang Jen-chuo, the Viceroy at Canton, has agreed to a joint investigation of Pratas Island by Chinese and Japanese Commissioners with a view to the settlement of the compensation to be paid to the Japanese settlers. The Viceroy has appointed a Chinese Commissioner, and Japan will be represented by Mr. A. Segawa, Japanese Consul at Canton.

—*N. C. D. News*.

CAPTAIN'S SUICIDE AT SEA.

Marsella, 29 May.

Capt. Boyer, commanding the French mail steamer *Dumbea*, from Fremantle, which arrived here this morning, disappeared during the voyage when the ship was off Corsica.

He was suffering from rheumatism, believed to have been brought on by anxiety over a collision which occurred between the *Dumbea* and another steamer in Bombay Harbour, and it is believed that he threw himself overboard and perished.—*Reuter*.

OBSOLETH STAMPS.

For once in a way, the Post Office scored against Mr. Henrile Heaton. In answer to a question by the member for Canterbury, Mr. Buxton explained that there is no foundation for the statement that stamps bearing the head of Queen Victoria are considered obsolete by the Post Office and surcharged accordingly. Were it not, that Nature had framed strange regulations, it would be difficult to see how the impression could get abroad that such a course could be pursued. A penny stamp is simply a receipt for the penny that pays for the carriage of the letter; and receipts do not become obsolete with the death of the Sovereign. Obsolete stamps—there are a few varieties of stamps which have been declared obsolete—are far too valuable to be used on letters. They are sold for fabulous sums to stamp dealers and collectors, who have created the science of philately out of the curious peregrinations which lead men to pay many pounds for a penny, or even perhaps a twopenny stamp which they can use for any purpose save that for which it was originally intended. We have even heard of stamps being issued by impudent States which were never meant for use; they were at once disposed of by the stamp collectors and withdrawn. But it does not do for the mere layman to probe too far into the secrets of the philatelist.

MAILS DUE.

Indian (*Latson*) 5th prox.

Australian (*Talson*) 14th prox.

The P. M. S. S. Co.'s *Asi* arrived at San Francisco on 28th inst.

The N. Y. K. s.s. *Kumano Maru*, Australian Line, left Kobe for this port via Moji and Nagasaki on 20th inst., and is expected here on 6th prox.

The C. P. R. Co.'s *s.s. Montezuma* arrived at Yokohama at 6.30 p.m. on 28th inst., and left again at 9 p.m. same day for Kobe, where she is due to arrive at 6 a.m. on 30th inst.

SHIPPING AND MAIIS

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MACAO BOUNDARY QUESTION.

CHINESE COMMISSIONER IN HONGKONG.

Very shortly, it may be expected the labours of the Macao Boundary Commission will commence in Hongkong. As already reported last week, the Portuguese Commissioner, General Joachim Machado, had suite arrived in the Colony from Lisbon, and has since visited Macao where the Commissioner is holding a conference with the Governor of that Colony. General Machado is expected back in Hongkong to-morrow.

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The most important resolution deals with the proposal for retaliation in the event of the Portuguese refusing to surrender the portions of territory which they are alleged to have encroached. The meeting also resolved to nominate two delegates (since duly appointed) to proceed to Hongkong with a staff of native clerks whose business it will be to assist the Chinese Commissioner with information, etc., during the progress of the Conference.

It is hardly conceivable that these delegates will be accorded any official status by the Special Commissioners, or be permitted to take part in the deliberations of the Commission.

The aquatic sports, appeared to be the most popular and the playing branch of the establishment, and he thought this would be more so in the future. The V. R. C. were not successful in the Water Polo Shield Competition, but both the teams were well up in the list when the finals were played. The reserve fund in the balance sheet stood at \$26,676.62. This amount was \$16,89 more than the amount at last year's summary. The \$86,60 cash overdrawn was merely a book explanation. Certain cheques were drawn before the accounts were closed in payment of sundry accounts pertaining to 1908. These cheques were debited "cash" in the books, and credited to bank as on 31st December, 1908, hence the debit balance of bank account in the books. Referring to the rowing branch, the speaker remarked that whilst they were not successful at Canton and not as successful in the Hongkong Regatta as they could have wished, it augured well for the future when they read that there was more interest taken in rowing, and that more members were using the boats. When next season's racing came along they hoped to again see the V. R. C. at the head. He should like to mention their indebtedness to the Yacht Club for the loan of one of their boats. The sporting spirit shown was much appreciated. With regard to gymnastics, it seemed a pity that more use was not made of the very fine room and apparatus supplied. The speaker said he had nothing further to add, but would be willing to answer any questions to the best of his ability (Applause).

There being no questions, the Chairman moved the adoption of the report and accounts. Mr. W. S. Bailey seconded.

Agreed.

Mr. A. Rodger was re-elected Chairman on the motion of Mr. F. Lammet, seconded by Mr. Meek; Mr. F. Lammet as hon. secretary on the motion of Mr. Carroll seconded by Mr. Ellis.

The election of Mr. C. D. Silas as hon. treasurer was adopted on the motion of Mr. L. E. Lammet, seconded by Mr. C. J. Cooke.

NEW COMMITTEES.

The following members of the general committee were then elected, by ballot—Messrs. J. Rodger, L. E. Lammet, T. E. Pearce, T. Meek, M. McIver, W. A. Crake A. N. Kemp, H. B. Bridger and C. B. Franklin.

A ballot was then taken for a balloting following members were elected—Messrs. J. A. S. Alves, A. A. Alves, A. E. S. Alves, J. C. Cruckshank, A. P. Nibbs, J. A. S. Alves, R. L. Bridger, S. C. MacNider, A. Patterson.

The Chairman—That is all the official business, gentlemen. I will now ask Mr. Meek to report on the swimming bath.

Mr. Meek informed the meeting that out of 600 debentures, 652 had been taken up, which gave an amount of \$16,300. That number of debentures had been taken up by 156 members only, which meant that some had been very liberal, while a great number of members had taken none.

Application forms were still to be had, and he hoped that those members who had not made use of them would proceed to do so.

They had quite sufficient money at present to make the proposed bath, but he did not like to see anything started unless they could accomplish it without a debit balance.

In reply to a question by a member, Mr. Meek stated that they only had a rough estimate

VICTORIA RECREATION CLUB.

ANNUAL MEETING.

Mr. T. E. Pearce yesterday afternoon presided over a large number of members of the V. R. C. at their annual general meeting held in the Gymnasium at the Club House. Among those present were Messrs. T. Meek, M. McIver, L. E. Lammet

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

MISSIONARIES IN CHINA.

PROPOSED TREATY REVISION.

[By courtesy of the "Sheung Po."]

Peking, 28th June.

The Grand Council has instructed the Waiwupu to revise the Treaties in respect to the preaching of Christianity in China.

The Waiwupu, observing difficulties in the way has not yet made any reply.

CHIHLI VICEROYALTY.

TUAN FANG MENTIONED.

[By courtesy of the "Sheung Po."]

Peking, 28th June.

It is proposed by the Grand Council to appoint Vic.roy Tuan Fang as Vic.roy of Chihi, H.E. Tuan's place being filled by Chiu Yee-sun, Viceroy of Szechuan.

TEA.

FREE OF DUTY TO U.S.A.

[By courtesy of the "Sheung Po."]

Peking, 28th June.

H.F. Wu Ting Fang, Chinese Minister to Washington, has reported that the United States Government has revised the Customs regulations so that tea from China may be imported duty free into the United States of America.

VICEROY OF HUKWANG.

GOVERNMENT SOLICITOUS.

[By courtesy of the "Sheung Po."]

Peking, 28th June.

An Imperial decree has been issued inquiring after the state of health of H.E. Chan Kwei-jung, Viceroy of Hukwang.

OBITUARY.

G. VERNOR OF HONAN.

[By courtesy of the "Sheung Po."]

Kaifeng (Honan), 28th June.

H.E. Ng Chung-hi, Governor of Honan, is dead.

COPPER MINING IN CHINA.

RICH DEPOSITS DISCOVERED.

The British Consul at Kiukiang, in China, reporting on the trade of that district, states that the richness of Kan Chou in copper deposits and their very high value have been fully proved by the investigations of an expert mining engineer engaged by the Chinese provincial Government. The copper exists under most extraordinary conditions, probably resulting from an expansion of gases in the interior of the earth pushing the granite to the surface and bringing with it masses of sulphur, which, gradually evaporating, left the deposits of copper.

The hills where the copper is found, called Ch'ang Pai Ling, have previously been unsuccessfully worked by Chinese mining engineers, who sank their shafts in the wrong places, apparently mistaking stone coloured by iron for copper. The ore veins in those hills are in some places 9 feet wide. The most important deposits are the low-grade ores, in which are embedded blocks of rich ore, the former being themselves embedded in barren stone. These blocks of rich ore are near the surface indicate concentrations at a depth of about 150 ft. The samples obtained contained 30 to 40 per cent of copper. The Chinese engineers have reached a depth of about 75 ft, and with their present primitive methods they will not be able to go much deeper. They must therefore stop altogether or continue on modern scientific lines. If the mine were properly equipped with machinery to sink a shaft in the northern hill to a depth of 200 ft, and another in the northern conglomerate hill to a depth of 250 ft, it is practically certain, says the Consul, that both ore and natural copper would be found. The existing shafts prove that there is one for 300 ft, carrying also some silver, and the deepest points show improvement. Metallic copper is found in paying quantities in the conglomerate hill, and the geological indications are that under this hill will be found the same vein with rich ore as is now mined in the shafts in the northern property. Proving the existence of the mineral ore veins under this conglomerate hill would show that the vein must continue for over 3,000 ft from the shafts made by the Chinese engineers, and this would constitute a vein of great wealth.

PIRACY OF TRADE-MARKS.

An interesting example of the continued piracy of trade-marks is reported to us, says the *Japan Chronicle*. Messrs. Winsor & Newton, the well-known manufacturers of artist colours, registered their trade-mark consisting of "awt," in Japan some few years ago, and also registered their name and addres as a trade-mark. It was recently discovered that colours bearing Messrs. Winsor & Newton's trade-mark and name had not long since been sold to the Imperial Government. Railways such colours not being the genuine article, but evidently manufactured in Japan. The matter has now been put in the hands of the Public Prosecutor, who has made search on the premises of two Japanese and found some of the colours, and a criminal information will shortly be laid. The imitations are reported to be very good reproductions of the original mark and were accepted by the Railway Bureau as genuine. Action has been taken in the name of Mr. W. A. de Havilland as registered agent for Messrs. Winsor & Newton, and Dr. Matayama has been engaged as counsel.

As our readers will be aware, discovery was recently made of fraudulent imitations of Messrs. Hubback's well-known prints being sold in another Government department. We should have thought the Government departments would have had some means of discovering whether they were getting the genuine article, but if these official bodies are deceived it may be estimated that the deception of the general purchaser is fairly wide.

FRISCO'S NEW CHINATOWN:

When the outbreak of April, 1900, was followed by the fire which destroyed San Francisco, its citizens congratulated themselves that "Chinatown was gone." These congratulations were caused by the fact that San Francisco's old Chinatown was noisome and unsanitary.

It was so malodorous, says the *Bohemian*, that it affected the value of property around its borders. It was in the heart of the city too. The proposal to prevent the return of the Chinese to their old quarter was at first unanimously approved.

Soon, there developed opposition. Many Chinese owned the land on which their buildings had stood. When they heard that there was opposition to their rebuilding they complained to their Consul-General. He threatened to make the matter international as being an invasion of treaty rights.

Then too white land lords yearned after their former Chinese tenants. They threatened legal proceedings if those tenants were prevented from returning. Most effective of all was the keen rivalry that sprang up for the possession of San Francisco's Chinese colony.

Los Angeles with 300,000 and Oakland with 200,000 inhabitants strongly desired to add San Francisco's 30,000 Chinese to their population. After the disaster Oakland did for a time house them all, but Los Angeles began bidding for them.

San Francisco contemplated the auction with mingled feelings. She was quite willing to dispense with what was not wanted, but when she found that her former undesirables were sought for by two rival cities she concluded the wanted them herself.

Many of the Chinese land owners were insured, some of them in companies which paid in full and promptly, and some of the Chinese were so anxious to rebuild that they paid as much as \$2 an hour to interpreters in the tedious and complicated business of adjusting fire losses.

When they received their insurance money they went to work, and some of the first buildings erected after the disaster were in Chinatown. This involved their paying the enormous wages demanded by mechanics—as high as \$6 a day for bricklayers, which they did without a murmur.

This won for them the approval of the labour unions, who worked on the despised Chinaman's building just as readily as they did on those of the whites. It also won them the approval of the white land owners who were struggling against equal difficulties to rehabilitate their own shattered fortunes and to rebuild the city.

When it became apparent that the wealthier Chinaman intended not only to rebuild but to construct an Oriental quarter which would far surpass the old architectural beauty the last opposition disappeared and the attitude of the American toward the Orientals became quite friendly.

The proposal was originally submitted by Prince Ito to the Korean Government which was so pleased with it that it turned over for the use of the institution the premises which it occupies, and further promised to give a grant of money annually. The school was, therefore, a joint Japanese-Korean undertaking, and the name Shuin (good neighbourhood) which had been given to it was a most appropriate one. The school started with five students, but now there were thirty-one in the second year course and forty-eight in the first year, which is very good, considering the conditions of the country. In addition to the commercial school there is a technical training institute in Seoul, and an agricultural school at Suwan, thus showing that the Japanese, and lay an educational foundation for their future commerce and industry.

The new Chinatown contains no joss houses. In the old Chinatown there were half a dozen of these gorgeous temples, and the absence of these places of devotion excites comment.

The Chinaman is practical before everything. When you interrogate the dwellers in Chinatown about the absence of the joss houses they reply that they are not any less religious than they were but they think that shops, dwellings and schools ought to be built before temples.

To show the opulence of Chinatown, the San Francisco Telephone Company has a Chinese "Central." in the telephone book there are over five hundred numbers belonging to Chinese subscribers. In this book, the names and numbers appear both in Chinese and in ordinary characters.

THE AMERICAN FLEET IN YOKOHAMA.

SATISFACTORY END OF AN UMPREHENSIVE INCIDENT.

The *Japan Advertiser* of June 17 has obtained reliable information as to the result of the recent court-martial of the U.S. *Galveston*. From the text of the Court's finding, it appears that only one man was finally charged with the offence, but so far it has not been possible to ascertain whether this was Gunner Hachmann or Boatswain Dale, both of whom were originally supposed to be implicated. The conclusions of the Court are embodied in the following words:

"The conduct of the accused throughout the investigation of the illegal disposition of Government property, for which he is charged, has been so frank and open that it is very clear to the reviewing authority that there was so criminal intent on the part of the accused. There is a grave doubt also as to the knowledge on the part of the accused that the sale was even unlawful. The testimony of a commissioned officer before the Court shows that the same officer was in ignorance of the regulations; further information has come to the reviewing authority since the illegal sale was effected to the effect that in certain instances commissioned officers have received money resulting therefrom holding it as a species of 'slush fund,' although the action was also clearly in ignorance of the regulations. The accused is found guilty to less degree than the charge—guilty of unlawfully selling property of the United States furnished for naval service, and is sentenced to—deprivation of liberty on shore on foreign stations for one month, and to lose pay amounting to \$50.00."

This sentence, however, was remitted in view of the impossibility of holding the accused responsible for his ignorance of the regulations. The accused was therefore restored to liberty.

COMMERCIAL.

Following are further changes in to-day's share list:—

Shanghai Docks	71s 8d b.
Hongaw Wharfs	162 b.
Chinese Engineering	18.20 b.
Sumatras	166.18
Two Cottons	120 b.
Langkawi	1,035.18
Peraks	260.18

COMMERCIAL EDUCATION IN KORBA.

JAPANESE ENTERPRISE.

The Japanese have a most important and interesting problem before them in the government of Korea, and it is being watched very carefully by all the nations of the world. We can only notice it, says *Engineering*, in so far as it affects the development of industry and commerce in the Far East; but if things progress in Korea at anything like the rate which they have done in Japan, that country will become a factor in Far Eastern problems which cannot be overlooked. The Koreans, however, are neither so intelligent nor so pushing as the Japanese, and therefore changes in the direction of Western civilisation are likely to be slower than they were in Japan. Even the geographical position of Korea increases her difficulties, for she is placed between opposing forces which have made her, in modern times, the cause of two great wars. These must have left their mark not only on the country, but also on the character of the people, and have shown them the necessity of placing themselves somewhat in line with the other countries of the world.

Being under the protection of Japan, Korea has been relieved of the necessity of developing her military and naval power, and, naturally, attention is being paid to commerce and industry, in both of which a very good beginning has been made. The need for education in Western methods has become apparent, and several institutions have been organised which are certain before long to have an effect on the economic conditions of the country. One of these is a commercial school at Seoul, the capital of the country, which owes its inception to the benefice of a well-known Japanese merchant and financier, who gave sufficient money to place it on a sound basis as regards maintenance and equipment. It began its work about two years ago, but its formal inauguration only took place at the end of last year, in order that the donor might be present.

This story of an achievement of British seamanship, told, as it is, in the simplest language, conveys, perhaps, an inadequate idea of the splendid work officers and men have accomplished. The officers and men were all that a captain could wish, said Capt. Boby, and whilst I cannot at present discuss the grounding, I would like to place on record my appreciation of their work. They did credit to their profession.

OIL FUEL.

MENTION IS MADE OF EXTENSIVE FIELDS IN CHINA.

Sir Beerton Redwood, of the Home Office, gave an address on "Liquid Fuel" at the recent sessions of the International Congress of Applied Chemistry.

Within recent years, he said, there had been a growing appreciation of the value of petroleum as fuel, and there was good reason to believe that the output might be increased. Nobody knew what additional stores of oil lay at present concealed in the earth, but it was in the highest degree unlikely that the quantity available was such as to revolutionise the fuel industry.

Mr. Yu Tseng Kwai, who spoke on "The Present Attitude and Future of the Chemical Industry in China," said that a syndicate had already been formed to explore a new petroleum field, which was estimated would be one of the largest productive regions in the world.

In the course of an interesting address the speaker said that, according to historical records, alchemy was known in China at least 2,700 years before Christ. Metallurgical work and dyeing carried these back to time immemorial, and the processes of making gunpowder, paper, glass, and porcelain all originated in China. They had already a complete knowledge of oxygen in the seventh century.

LEPROSY IN CARDIFF.

CHINESE SUFFERER REMOVED TO THE HOSPITAL.

Ah How, a Cardiff Chinaman, until the 1st inst. an inmate of a Bute-st. boarding house, is suffering from leprosy. The case was certified by Dr. Whelan (medical superintendent). The sanitary authority was at once communicated with, and the patient was removed to the Seamen's Hospital and isolated.

Dr. Whelan thinks that Ah How must have been affected in China.

ON A REEF.

STRANGE EXPERIENCE OF A BRITISH STEAMER.

The R. M. S. P. steamer *Trent* arrived in Southampton water, on the morning of May 22, after a remarkable experience. Three months ago she was reported to Lloyd's as a wreck having gone aground on a reef on the coast of Colombia, and it was feared that she might be a total loss. The captain, however, did not give up hope, and events have justified his perseverance.

For three months the *Trent* stuck where she had grounded, and those on board went about their duties as if she had been riding free. The ordinary watches were set, the ordinary meal hours observed, the routine of shipboard life was gone through in that period in much the same way as it would have done had the ship for some cause or other been lying in the roadstead under steam.

NO PANIC.

It was a curious experience, said one of the officers, but it was also a nerve racking experience, and I would not go through the same again for all the money in the world. It was on January 6 that we went aground. The morning was hazy, but not sufficient to cause us to reduce our speed, and we were off Cartagena when this accident happened.

The *Trent* was a small steamer, said one of the officers, but it was one of those which are a source of constant worry and anxiety to the shipmaster, and incidentally they have been the cause of disaster to other unfortunate. Unbuoyed and badly surveyed they are only shown on small scale charts, and the navigator has got to trust a great deal to his own judgment in avoiding them. We are, of course, familiar with the run, and by our reckoning we were well clear of them when the vessel struck. It was not the shock that you usually associate with wrecks but a gradual jarring as the ship's bottom ran up the gentle incline of the reef.

The captain was on the bridge at the time, and immediately rang the engines astern, but we were fast. We had some 40 passengers on board, some of them ladies, but there was no panic of any description. The boats were out and over the side instantly, and from the first—thanks to Capt. Boby's coolness—there was no possibility of disaster, so far as human life was concerned. The position was one of such security that the passengers were not landed until the next day. But the chance of saving the ship seemed remote. The history of such wrecks has been that the vessel was held fast on the rocks till there came heavy weather that finally broke her up.

DIRTY WEATHER.

But from the first Capt. Boby had a dogged faith in the possibility of the *Trent* floating again, and there never was a question of abandoning her. The dirty weather which looked like the beginning of the end, came sure enough. Heavy seas ran and broke over her, but she remained fast, and, save for the fact that, with every smack of the sea, the thundered, she stood the strain like the good ship she is. There were moments when the most sanguine of us doubted her ability to withstand the buffeting she got, and the boats were over the side and ready to pull away day or night, but the contingency never arose. Of the crew of 160, some 90 were sent home in that period of waiting, whilst the salvage company made its examination.

For three months we lay on that reef—three months that made some of us old men—and on April 2, the salvage company pulled us off. We might have gone into dock, had any of our West Indian dependencies a dock big enough, to take us, but such was not the case, and consequently we had the alternative of running up to Newport or coming home under our own steam—and the latter course was decided upon. To steam across the Atlantic with all sorts of unknown injuries to your hull is not the most pleasant of prospects, but, carrying fair weather, we reached England without any mishap. Our speed averaged nine knots, and we rode all the way on an even keel.

This story of an achievement of British seamanship, told, as it is, in the simplest language, conveys, perhaps, an inadequate idea of the splendid work officers and men have accomplished. The officers and men were all that a captain could wish, said Capt. Boby, and whilst I cannot at present discuss the grounding, I would like to place on record my appreciation of their work. They did credit to their profession.

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It is well known that most of the tribes in that region are cannibals, and that it is their custom by the termination of every battle, to throw themselves on the corpses of their victims and devour them. The wounded suffer the same fatal fate after being ruthlessly dispatched. It can easily be understood that the population is in a state of terror at being surrounded by such fiends. Lately several inhabitants have disappeared, and fears are entertained that they have fallen victims to the natives.

The *Scallop* states that the military forces at Bissau only consist of two companies of infantry, and that they are quite insufficient to make a tally. The Governor is asked to send reinforcements immediately.

To-day's Advertisements.

AO PUBLICO.

HAVERA no colo de SABBADO, 3 de Julho p.v., na sala "Luiz de Camões" do Club Lusitano, uma recitação de caridade, promovida por um grupo dramático do Clube "Vasco da Gama," a favor das vítimas dos terremotos ocorridos recentemente em Portugal.

Os bilhetes d'admissão estão à venda na Secreteria do mesmo Club dende as 6 p.m. do dia 20 do corrente. Afecta-se por cada bilhete qualquer

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.
"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Quebec.

"EMPEROR OF CHINA" SATURDAY, JULY 3RD.

"EMPEROR OF IRELAND" FRIDAY, JULY 30TH.

"MONTEAGLE" WEDNESDAY, JULY 14TH.

"EMPEROR OF INDIA" SATURDAY, JULY 24TH.

"EMPEROR OF JAPAN" SATURDAY, AUG. 14TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificently built of 14,500 tons, Speed 25 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Birth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

H.M.S. "MONTEAGLE" carries only "1st Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Book, Rates of Passage and Freight, apply to—

D. W. GRADD, J.R.C., General Agent, Corner Pudding Street and Praya (opposite Blake Pier).

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INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For Steamship On
SHANGHAI HANGSANG FRIDAY, 1st July, Noon.
MANILA YUNENSANG FRIDAY, 1st July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE NAMSANG SATURDAY, 3rd July, Noon.
& MOJI FOOSHING SUNDAY, 4th July, Daylight.
SHANGHAI YATSHING TUESDAY, 6th July, Noon.
SINGAPORE, PENANG & CALCUTTA, YOKO-SANG TUESDAY, 6th July, 3 P.M.
KOBE & YOKOHAMA HINSANG WED'DAY, 7th July, 3 P.M.
MANILA LOONGSANG FRIDAY, 9th July, 4 P.M.
MOJI CHUNSANG SUNDAY, 11th July, Daylight.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kuinsang*, *Nansang* and *Yokozang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchawang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD., General Manager.

Telephone No. 61.

Hongkong, 29th June, 1909.

6

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fan in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Antu*, *Chen*, *Lin*, *Chin*, *Chin*)

— with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWINE, AGENTS.

Telephone No. 56.

Hongkong, 29th June, 1909.

18

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU 5,000 tons gross Sail 1st July, 1909, at 5 P.M.

S.S. AMERICA MARU 6,000 " 30th Aug., 1909, at Noon.

S.S. HONGKONG MARU 6,000 " 26th Oct., 1909, at Noon.

S.S. MANSHU MARU 5,000 " 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager,

TOYO KISEN KAISHA, York Building.

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Hongkong, 28th June, 1909.

REGULAR SERVICES PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Take Cargo on through Bills of Lading to all Overland Commerce Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For Steamers Tons Leaves

TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, TACOMA MARU 6,198 SATURDAY, 3rd July.

Capt. Yamamoto

SHIMIZU AND YOKO-HAMA 6,198 28th Aug.

Capt.

Do. "FITZPATRICK" 4,416 31st do.

Do. "SEATTLE MARU" 6,178 28th Aug.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates, best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG—SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For Steamers Leaves

SWATOW, AMOY, FOOCHOW, BUJUN MARU THURSDAY, 1st July, 1909.

Captain Y. Fuzen

and SHANGHAI 10 A.M.

SWATOW, AMOY & TAMSUI, DAIGI MARU SUNDAY, 4th July, 1909.

Captain 10 A.M.

SWATOW, AMOY & ANPING, SOSHU MARU WEDNESDAY, 7th July, 1909.

Captain K. Sugi

11 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 29th June, 1909.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. STEAMERS. SAILING DATES 1909

MARSEILLE, LONDON & ANTWERP VIA BINGO MARU, WEDNESDAY, 7th July, 1909.

Capt. A. Christensen, Tons 650.

AND ANTWERP VIA BINGO MARU, WEDNESDAY, 7th July, 1909.

Capt. H. Petersen, Tons 650.

SINGAPORE, PENANG, COLOMBO AND PORT SAID, WEDNESDAY, 21st July, 1909.

Capt. H. Petersen, Tons 650.

SAID, TANGO MARU, TUESDAY, 6th August, 1909.

Capt. S. Ishikawa, Tons 800.

VICTORIA, B.C. & SEATTLE, TANGO MARU, TUESDAY, 6th August, 1909.

VIA KEELUNG, SHANGHAI, HAI, MOJI, KOBE, YOKO-HAMA, SHIMIZU AND YOKO-HAMA, AKI MARU, TUESDAY, 20th July, 1909.

Capt. K. Sato, Tons 7000.

SYDNEY AND MELBOURNE, KUMANO MARU, FRIDAY, 9th July, 1909.

Capt. N. Matheson, Tons 6000.

VIA MANILA, THURSDAY, YAWATA MARU, FRIDAY, 6th July, 1909.

Capt. T. Seike, Tons 5000.

ISLAND, TOWNSVILLE AND BISBANE, TAMA MARU, FRIDAY, 9th July, 1909.

Capt. C. H. Butler, Tons 6500.

KOBE AND YOKOHAMA, YAWATA MARU, FRIDAY, 9th July, 1909.

Capt. T. Seike, Tons 5000.

NAGASAKI, KOBE and YOKO-HAMA, ATSUTA MARU, FRIDAY, 30th July, 1909.

Capt. Wm. Thompson, Tons 9000.

NAGASAKI, MOJI, KOBE and YOKO-HAMA, TOTOMI MARU, THURSDAY, 1st August, 1909.

Capt. K. Smith, Tons 4000.

SHANGHAI and KOBE, TOTOMI MARU, THURSDAY, 1st August, 1909.

Capt. K. Smith, Tons 4000.

† Cargo only.

§ Fitted with new System of wireless telegraphy.

REGULAR PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLE, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:

Hirano Maru (Capt. H. Fraser) About Wednesday, 30th June.

Kamo Maru (Capt. F. L. Sommer) About Wednesday, 28th July.

Mishima Maru (Capt. A. E. Moses) About Wednesday, 25th August.

Atsuta Maru (Capt. W. Thompson) About Wednesday, 22nd September.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/9
Do demand	1/9 3/16
Do 4 months' sight	1/9 5/16
France—Bank T.T.	2.22
America—Bank T.T.	43
Germany—Bank T.T.	1.80
India T.T.	1.32
Do demand	1.33
Shipping Reports.	
Sir Simokas, from Samarang—Fine weather throughout.	
Sir Hartman, from Swatow—Fresh S.W. winds and fine.	
Sir Zafiro, from Manila—Moderate to fresh S.W. wind and fine clear weather throughout.	
Sir N. Sam Sang, from Calcutta, &c.—Light S.W. winds, smooth sea, fine and clear weather throughout.	
VESSELS IN PORT.	
STRAMMERS.	
Buji Maru, Jap. ss., 1,304, F. Fuseno, 27th June,—Shanghai 20th June, Gen.—O. S. K.	
Cambyes, Br. ss., 2,045, Bainbridge, 19th June,—New York and Sabang 25th April, Kerosine.—O. O. Co.	
Car. Diederichsen, Ger. ss., 774, J. Kayser, 28th June,—Haiphong and Hoibow 27th June, Gen.—J. & Co.	
Dorment, Br. ss., 1,622, J. Jenkins, 22nd June,—Saigon 18th June, Rice, Mac Fat, & Co.	
Empress of China, Br. ss., 3,046, W. Davison, R.M.R., 24th June,—Vancouver, B.C. 2d June, and Shanghai 21st, Mails and Gen.—O. P. R. Co.	
Foosting, Br. ss., 1,413, T. Lishman, 25th June,—Ta-Ching-Ho 18th June, Salt, & Co.	
Fritsch, Nor. ss., 891, O. Andersen, 20th June,—Wuhu 15th June, Rice—Asgaard, Thoresen & Co.	
Fuiva, Nor. ss., 710, C. S. Christensen, 23th June,—Bangkok 18th June, Rice, Keen Thy Long.	
Germania, Ger. ss., 1,000, H. Flugel, 17th June,—Sydney 27th April, Copra.—S. & Co.	
Haiwan, Fr. ss., 377, O. A. Höeg, 26th June,—Hoibow 23d June, Gen.—R. M. Co.	
Haiyang, Fr. ss., 1,402, A. E. Hodges, 27th June,—Swatow 20th June, Tea and Gen.—D. L. & Co.	
Hilary, Ger. ss., 1,025, R. Hause, 27th June,—Swatow 26th June, Ballast.—S. W. & Co.	
Hinsang, Br. ss., 1,535, A. G. Smith, 24th June,—Moj 20th June, Coal.—J. M. & Co.	
Hirano Maru, Jap. ss., 5,282, H. Fraser, 28th June,—Shanghai 25th June, Marine Product, &c.—N. V. K.	
Hopsang, Br. ss., 1,309, J. M. Hay, 22nd June,—Java 14th June, Sugar.—J. M. & Co.	
Katsukawa Maru, Br. ss., 1,903, Sud, 22nd June,—Moj 18th June, Coal.—M. B. G. K.	
Kohlschütz, Ger. ss., 1,292, C. Roskilde, 23rd June,—Bangkok 15th June, Rice.—B. & S.	
Koerts, Br. ss., 1,310, D. O. H. Frampton, 22nd June,—Saigon 18th June, Rice.—Wo Fat Slog.	
Lightning, Br. ss., 1,625, A. E. Gantlett, 22nd June,—Calcutta via Penang and Singapore 16th June, Gen.—D. S. & Co.	
Phraeang, Ger. ss., 1,013, F. von Mangelsdorf, 28th June,—Hoibow 27th June, Rice, —B. & S.	
Kjeld, Nor. ss., 910, T. Helleir, 28th June,—Newchwang 19th June, and Dalby 21st, Beans and Beans Oil.—Asgaard, Thoresen & Co.	
Takosan Maru, Jap. ss., 2,913, Fukui, 28th June,—Mik 2nd June, Coal.—M. B. K.	
Simongat, Dut. ss., 1,202, H. Vos, 29th June,—Samarang 14th June, Sugar.—Yuen Fat Hong.	
Huichow, Br. ss., 1,317, E. Forsyth, 29th June,—Canton 28th June, Gen.—B. & S.	
Kleist, Ger. ss., 1,810, O. Pahoke, 29th June,—Hamburg 20th May, and Sizewell 25th June, Mails and Gen.—M. & Co.	
Banji Maru, Jap. ss., 2,368, J. Yamamoto, 29th June,—Moj 23d June, Coal.—M. B. K.	
Halmun, Br. ss., 615, J. W. Evans, 29th June,—Swatow 28th June, Gen.—D. L. & Co.	
Alexander, U. S. transport, 6,500, E. W. Hendricks, 29th June, from Manila.	
Nippon Maru, Jap. ss., 3,452, W. E. Filmer, 29th June,—San Francisco via Ports 1st June, Mails and Gen.—T. K. K.	
Takasaki Maru, Jap. ss., 2,913, A. Mocker, 26th June,—Kobe 21st June, Matches and Coal.—N. V. K.	
Clearances at the Harbour Office.	
Glengow, for Amoy.	
E. F. Ferdinand, for Singapore.	
Dafin Maru, for Swatow.	
Merlans, for Singapore.	
Tawing, for Manila.	
Samien, for Swatow.	
Eastern, for Shanghai.	
Koria, for Keelung.	
Haifang, for Swatow.	
Arratoor Apcar, for Singapore.	
Departures	
June 29.	
Koria, for San Francisco.	
Eastern, for Shanghai, &c.	
Kuengp, for Shanghai.	
Glengow, for Amoy.	
E. F. Ferdinand, for Colombo.	
Dafin Maru, for Swatow.	
Haifang, for Coast Ports.	
Arto, for Haiphong.	
Merlans, for Shanghai.	
Chinkow, for Canton.	
Xatting, for Canton.	
Kjeld, for Canton.	
Bennhov, for Bangkok.	
Chili, for Ningpo.	
Clara Jelton, for Haiphong.	
Arratoor Apcar, for Calcutta.	
Tamdar, for Manila.	
Hangrang, for Canton.	
Passengers arrived.	
Per Phranang, from Hoibow—Mr. and Mrs. Tuslander, and Mrs. Rudolf.	
Per Zafiro, from Manila—Mr. and Mrs. J. S. Stanley, Capt. O. F. Westcott, Messrs. H. F. Pritchard, S. Meyer, Mrs. E. E. Grant, Messrs. M. Flaherty and 3 children, J. Hand, D. Neilson, A. R. Agassis and Kuanlai.	
Per Namzang, from Calcutta, &c.—Mr. and Mrs. Griffin, Lieut. F. L. Roberts, Capt. and Mrs. T. W. Price and 3 children, Messrs. E. Astanay, Tan Cheng, Mae, Tan Ching Yeo, Mr. and Mrs. Ow Mosler Tan Cheng, and 927 Chinese.	
Per Kleit, for Hongkong from Hamburg—Mr. F. Basto, From Southampton—Mrs. M. Thomson, Mr. and Mrs. Savage and child, From Ganoa—Mr. and Mrs. E. E. Cook, and Mr. Th. Grue, From Port Said—Mr. T. W. Stevenson, From Temang—Mr. Low Nyok Chiam, From Singapore—Mr. H. H. Schuster, Mr. and Mrs. H. C. Rudder and children, Capt. G. G. Thatcher, Dr. and Mrs. D. van der Bovsch, Miss Isabella Stoltz, Mr. J. Kop, Mr. T. A. Davidson, Gov. Ah Tee, Goh Ah Liang, Mr. and Mrs. Teung Tew Fia and party.	

TO-DAY'S EXCHANGE.

Buying.

London—Bank T.T.	1/9
Do demand	1/9 3/16
Do 4 months' sight	1/9 5/16
France—Bank T.T.	2.22
America—Bank T.T.	43
Germany—Bank T.T.	1.80
India T.T.	1.32
Do demand	1.33
Shipping Reports.	
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Sir Hartman, from Swatow—Fresh S.W. winds and fine.	
Sir Zafiro, from Manila—Moderate to fresh S.W. wind and fine clear weather throughout.	
Sir N. Sam Sang, from Calcutta, &c.—Light S.W. winds, smooth sea, fine and clear weather throughout.	
VESSELS IN PORT.	
STRAMMERS.	
Buji Maru, Jap. ss., 1,304, F. Fuseno, 27th June,—Shanghai 20th June, Gen.—O. S. K.	
Cambyes, Br. ss., 2,045, Bainbridge, 19th June,—New York and Sabang 25th April, Kerosine.—O. O. Co.	
Car. Diederichsen, Ger. ss., 774, J. Kayser, 28th June,—Haiphong and Hoibow 27th June, Gen.—J. & Co.	
Dorment, Br. ss., 1,622, J. Jenkins, 22nd June,—Saigon 18th June, Rice, Mac Fat, & Co.	
Empress of China, Br. ss., 3,046, W. Davison, R.M.R., 24th June,—Vancouver, B.C. 2d June, and Shanghai 21st, Mails and Gen.—O. P. R. Co.	
Foosting, Br. ss., 1,413, T. Lishman, 25th June,—Ta-Ching-Ho 18th June, Salt, & Co.	
Fritsch, Nor. ss., 891, O. Andersen, 20th June,—Wuhu 15th June, Rice—Asgaard, Thoresen & Co.	
Fuiva, Nor. ss., 710, C. S. Christensen, 23th June,—Bangkok 18th June, Rice, Keen Thy Long.	
Germania, Ger. ss., 1,000, H. Flugel, 17th June,—Sydney 27th April, Copra.—S. & Co.	
Haiwan, Fr. ss., 377, O. A. Höeg, 26th June,—Hoibow 23d June, Gen.—R. M. Co.	
Haiyang, Fr. ss., 1,402, A. E. Hodges, 27th June,—Swatow 20th June, Tea and Gen.—D. L. & Co.	
Hilary, Ger. ss., 1,025, R. Hause, 27th June,—Swatow 26th June, Ballast.—S. W. & Co.	
Hinsang, Br. ss., 1,535, A. G. Smith, 24th June,—Moj 20th June, Coal.—J. M. & Co.	
Hirano Maru, Jap. ss., 5,282, H. Fraser, 28th June,—Shanghai 25th June, Marine Product, &c.—N. V. K.	
Hopsang, Br. ss., 1,309, J. M. Hay, 22nd June,—Java 14th June, Sugar.—J. M. & Co.	
Katsukawa Maru, Br. ss., 1,903, Sud, 22nd June,—Moj 18th June, Coal.—M. B. G. K.	
Kohlschütz, Ger. ss., 1,292, C. Roskilde, 23rd June,—Bangkok 15th June, Rice.—B. & S.	
Koerts, Br. ss., 1,310, D. O. H. Frampton, 22nd June,—Saigon 18th June, Rice.—Wo Fat Slog.	
Lightning, Br. ss., 1,625, A. E. Gantlett, 22nd June,—Calcutta via Penang and Singapore 16th June, Gen.—D. S. & Co.	
Phraeang, Ger. ss., 1,013, F. von Mangelsdorf, 28th June,—Hoibow 27th June, Rice, —B. & S.	
Kjeld, Nor. ss., 910, T. Helleir, 28th June,—Newchwang 19th June, and Dalby 21st, Beans and Beans Oil.—Asgaard, Thoresen & Co.	
Takosan Maru, Jap. ss., 2,913, Fukui, 28th June,—Mik 2nd June, Coal.—M. B. K.	
Simongat, Dut. ss., 1,202, H. Vos, 29th June,—Samarang 14th June, Sugar.—Yuen Fat Hong.	
Huichow, Br. ss., 1,317, E. Forsyth, 29th June,—Canton 28th June, Gen.—B. & S.	
Kleist, Ger. ss., 1,810, O. Pahoke, 29th June,—Hamburg 20th May, and Sizewell 25th June, Mails and Gen.—M. & Co.	
Banji Maru, Jap. ss., 2,368, J. Yamamoto, 29th June,—Moj 23d June, Coal.—M. B. K.	
Halmun, Br. ss., 615, J. W. Evans, 29th June,—Swatow 28th June, Gen.—D. L. & Co.	
Alexander, U. S. transport, 6,500, E. W. Hendricks, 29th June, from Manila.	
Nippon Maru, Jap. ss., 3,452, W. E. Filmer, 29th June,—San Francisco via Ports 1st June, Mails and Gen.—T. K. K.	
Takasaki Maru, Jap. ss., 2,913, A. Mocker, 26th June,—Kobe 21st June, Matches and Coal.—N. V. K.	
Clearances at the Harbour Office.	
Glengow, for Amoy.	
E. F. Ferdinand, for Singapore.	
Dafin Maru, for Swatow.	
Merlans, for Singapore.	
Tawing, for Manila.	
Samien, for Swatow.	
Eastern, for Shanghai.	
Koria, for Keelung.	
Haifang, for Swatow.	
Arratoor Apcar, for Singapore.	
Departures	
June 29.	
Koria, for San Francisco.	
Eastern, for Shanghai, &c.	
Kuengp, for Shanghai.	
Glengow, for Amoy.	
E. F. Ferdinand, for Colombo.	
Dafin Maru, for Swatow.	
Haifang, for Coast Ports.	
Arto, for Haiphong.	
Merlans, for Shanghai.	
Chinkow, for Canton.	
Xatting, for Canton.	
Kjeld, for Canton.	
Bennhov, for Bangkok.	
Chili, for Ningpo.	
Clara Jelton, for Haiphong.	
Arratoor Apcar, for Calcutta.	
Tamdar, for Manila.	
Hangrang, for Canton.	
Passengers arrived.	
Per Phranang, from Hoibow—Mr. and Mrs. Tuslander, and Mrs. Rudolf.	
Per Zafiro, from Manila—Mr. and Mrs. J. S. Stanley, Capt. O. F. Westcott, Messrs. H. F. Pritchard, S. Meyer, Mrs. E. E. Grant, Messrs. M. Flaherty and 3 children, J. Hand, D. Neilson, A. R. Agassis and Kuanlai.	
Per Namzang, from Calcutta, &c.—Mr. and Mrs. Griffin, Lieut. F. L. Roberts, Capt. and Mrs. T. W. Price and 3 children, Messrs. E. Astanay, Tan Cheng, Mae, Tan Ching Yeo, Mr. and Mrs. Ow Mosler Tan Cheng, and 927 Chinese.	
Per Kleit, for Hongkong from Hamburg—Mr. F. Basto, From Southampton—Mrs. M. Thomson, Mr. and Mrs. Savage and child, From Ganoa—Mr. and Mrs. E. E. Cook, and Mr. Th. Grue, From Port Said—Mr. T. W. Stevenson, From Temang—Mr. Low Nyok Chiam, From Singapore—Mr. H. H. Schuster, Mr. and Mrs. H. C. Rudder and children, Capt. G. G. Thatcher, Dr. and Mrs. D. van der Bovsch, Miss Isabella Stoltz, Mr. J. Kop, Mr. T. A. Davidson, Gov. Ah Tee, Goh Ah Liang, Mr. and Mrs. Teung Tew Fia and party.	

Ships Passed, The General.

Per Kleit, for Hongkong from Hamburg—Mr. F. Basto, From Southampton—Mrs. M. Thomson, Mr. and Mrs. Savage and child, From Ganoa—Mr. and Mrs. E. E. Cook, and Mr. Th. Grue, From Port Said—Mr. T. W. Stevenson, From Temang—Mr. Low Nyok Chiam, From Singapore—Mr. H. H. Schuster, Mr. and Mrs. H. C. Rudder and children, Capt. G. G. Thatcher, Dr. and Mrs. D. van der Bovsch, Miss Isabella Stoltz, Mr. J. Kop, Mr. T. A. Davidson, Gov. Ah Tee, Goh Ah Liang, Mr. and Mrs. Teung Tew Fia and party.

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Intimations.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 3.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	PERCENTAGE RETURN AT PRESENT QUOTATION SINCE LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	130,000	\$125	\$125	{ \$1,500,000 } \$14,500,000 \$250,000	\$2,006,234	Final of £3 and bonus of 5/- for 1908 @ ex 1/8 = \$16,024	5 1/2 % \$1,000 rates London £94.10
National Bank of China, Limited	90,925	£7	£6	{ £4,000 } \$150,000	\$10,223	£2 (London £6) for 1903	... \$51
Marine Insurances.					BOND	£14 for 1907	7 1/2 % \$105 sellers
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 } \$133,757 \$41,990 \$185,000	£18,100,513	Interim of 7/6 for 1908	5 1/2 % \$1,100 buyers
North China Insurance Company, Limited	10,000	£15	£8	{ \$1,000,000 } \$100,000 \$109,448 \$105,349 \$188,160	£8,464,912	Final of £17 making £47 for 1907 and interim of £30 for 1908	5 1/2 % \$840
Union Insurance Society of Canton, Limited	15,000	\$250	\$100	{ \$1,000,000 } \$105,349 \$188,160	£8,464,912	£6 and bonus £3 for 1907	7 1/2 % \$310
Yangtze Insurance Association, Limited	15,000	\$100	\$60	{ \$1,000,000 } \$114,415 \$159,64	£7,637	£6 and bonus £3 for 1907	7 1/2 % \$111 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$10	{ \$1,000,000 } \$438,683	£7,637	£27 for 1907	8 % \$345 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 } \$718,173	£7,637	£1 for 1906	... \$56
Shipping.							
China and Manila Steamship Company, Limited	30,000	£25	£16	{ \$7,000 } \$264,638	£7,637	2 1/2 for year ending 30.6.1908	7 % \$33 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$99,007 } \$250,000	£7,637	Final of £12 making £48 for 1908	7 1/2 % \$67
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$607,500 } \$79,423 \$15,344 \$10,000 \$240,000	£7,637	£1 for 1907 on Preference shares only @ ex 1/9 11/16 = \$3,154	4 % \$67
Indo-China Steam Navigation Co., Ltd. (Preferred) (Deferred)	60,000	£5	£5	{ \$1,000,000 } \$240,000	£7,637	Final of £12 making £48 for 1908	7 1/2 % \$345 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 } \$720,000	Tls. 14,510	Final of Tls. 1/2 making Tls. 34 for 1908	7 % \$1,500
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £2,000,000 } \$10,000	£6,817	Second interim of 1/- for a/c 1908	... \$1,500
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$10,000 } \$40,000	£3,121	£100 for year ending 10.4.1909	4 % \$1,500
Taku Tug and Lighter Company Limited	10,000	Tls. 50	Tls. 50	{ Tls. 98,000 } Tls. 481,479 Tls. 44,152 Tls. 8,1000	Tls. 2,325	Final of Tls. 1/2 making Tls. 21 for 1908	10 % \$1,500
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$350,000 } \$550,040	Dr. 55,858	£5 for year ending 31.12.08	3 1/2 % \$135 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none } Tls. 100,000	Dr. \$135,833	£3 for 1897	... \$15 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 9,173 }	Tls. 9,173	Tls. 31 for year ending 31.8.08	... \$1,200 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£12	£1	{ £195,000 } \$13,893	£11,556	Interim of 1/6 (coupon No.12) for year ending 29.2.09	7 % \$1,180 sellers
Rub Australian Gold Mining Company, Limited	150,000	£2	£2	{ £19,893 }	Dr. £2,191	No. 12 of 1/-=48 cents	59 sellers
DOCKS, WHARVES & GODDOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$42,916 }	Dr. \$7,637	£1.75 for year ending 31.12.06	... \$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	£50	£50	{ £10,000 } \$18,806	£10,108	Final of £12 making £48 for 1907	... \$56 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	£50	£50	{ £19,101 } \$20,000	£18,748	Final of £4 making £8 for 1908	12 1/2 % \$55 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 13,742 }	Tls. 13,742	Interim of Tls. 21 for 6 months ending 31st October, 1908	6 1/2 % \$160 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 22,818 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 % \$1,200 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-Franch Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 } \$10,000	Dr. 4,134	Tls. 6 for year ending 20.2.09	3 1/2 % \$104 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	£25	£25	{ £10,000 } \$10,000	Dr. 4,223	£2 for year ending 30.6.07	... \$10
Central Stores, Limited	50,181	£10	£10	{ £10,000 } \$10,000	Dr. 4,612	£1.20 on old and 60 cents on first new issue	... \$10
Hongkong Hotel Company, Limited	8,000	£50	£25	{ £10,000 } \$10,000	Dr. 545	Final of £3 making £6 for 1908	6 1/2 % \$90 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	£100	£100	{ £10,000 } \$10,000	Dr. 16,475	Final of £3 1/2 making £7 for 1909	6 1/2 % \$200 buyers
Humphry's Estate & Finance Company, Limited	150,000	£10	£10	{ £10,000 } \$10,000	Dr. 55,435	60 cents for 1908	5 % \$30
Kowloon Land and Building Company, Limited	6,000	£10	£10	{ £10,000 } \$10,000	Dr. 278	£1 for 1908	6 1/2 % \$120 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,123,045 } Tls. 31,000	Dr. 142,404	Final of Tls. 3 and bonus of Tls. 2 making £8 for 1908	8 1/2 % \$460 sales
West Point Building Company, Limited	12,500	£50	£50	{ £10,000 } \$10,000	Dr. 1,968	Final of £2 making £4 for 1908	... \$1,500
COTTON MILLS.							
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 } \$145,939	Dr. 8,820	Tls. 5 for year ended 31.10.1908	4 1/2 % \$1,200 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	£10	£10	{ £10,000 } \$10,000	Dr. 59,553	50 cents for year ending 31.7.08	6 % \$80 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 }	Tls. 3,872	Tls. 6 for year ending 30.6.08 (8%)	... \$1,200 sellers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	Tls. 4,829	Tls. 4 for 1908	... \$1,200 sellers
Sey Chas Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 31,172 }	Tls. 15,911	Tls. 50 for 1908	... \$1,200 sellers
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	£25	£25	{ £1,500 } \$40,000	£648	1/10 per share for 1907-1.037	10 % \$1,200 sellers
Gilia-Borneo Company, Limited	60,000	£12	£12	{ £1,000 } \$10,000	£11,138	£1.20 for 1908	8 % \$1,200 buyers
China Light and Power Company, Limited	50,000	£20	£20	{ £1,000 } \$10,000	£12,497	50 cents for year ended 25.2.06	8 1/2 % \$60 buyers
Do. Do. special shares	50,000	£12	£12	{ £1,000 } \$10,000	£12,497	80 cents for 12/08	8 1/2 % \$60 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	£10	£10	{ £1,000 } \$10,000	£13,000	£1.30 for year ending 31.7.08	7 1/2 % \$160 buyers
Dairy Farm Company, Limited	40,000	£7 1/2	£6	{ £1,000 } \$10,000	£14,512	Final of 50 cents making 90 cents for 1908	10 % \$1,200 sellers
Green Island Cement Company, Limited	400,000	£10	£10	{ £1,000 } \$10,000	£15,756	75 cents for 9 months ending 31.12.07	8 % \$1,200 sellers
M. Price & Company, Limited	12,000	£10	£10	{ £1,000 } \$10,000	£15,756	£2 for year ending 29.2.09	9 1/2 % \$200 buyers
Hall & Holtz, Limited	21,000	£20	£20	{ £1,000 } \$10,000	£16,057	£2 and bonus 20 cents for year ending 29.2.09	6 1/2 % \$250 sellers
Hongkong Electric Company, Limited	60,000	£10	£10	{ £1,000 } \$10,000	£16,057	Final of £15 per share making £16 for 1908	12 1/2 % \$350 sellers
Hongkong Ice Company, Limited	5,000	£25	£25	{ £1,000 } \$10,000	£16,057	Final of £1 per share making £2 for 1908	6 1/2 % \$350 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	£10	£10	{ £1,000 } \$10,000	£16,057	Final of £1 per share making £2 for 1908	6 1/2 % \$350 sellers
Maaitschappij tot Mijn-, Bosch- en Landbouwzaak	25,000	£100	£100	{ £1,000 } \$10,000	£16,057	Final of £1 per share making £2 for 1908	6 1/2 % \$350 sellers
Peak Tramways Company, Limited	25,000	£10	£10	{ £1,000 } \$10,000	£16,057	Final of £1 per share making £2 for 1908	6 1/2 % \$350 sellers
Peak Tramways Company (new)	25,000	£10	£10	{ £1,000 } \$10,000	£16,057	Final of £1 per share making £2 for 1908	6 1/2 % \$350 sellers
Philippines Company, Limited	50,000	£10	£10	{ £1,000 } \$10,000	£16,057	Final of £1 per share making £2 for 1908	6 1/2 % \$350 sellers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ £1,000 } \$10,000	£16,057</		